



Title VI Review: Service and Facility Standards Monitoring Study

Transportation Committee
November 22, 2021

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FTA Circular 4702.1B Title VI Requirements

“Federal transit funding recipients...are required to monitor transit system performance relative to system-wide service standards and policies at least once every three years”

- Purpose: ensure that prior decisions related to the distribution of transit service and facilities have not resulted in disparate impact and/or disproportionate burden
- This legal requirement is one part of our more extensive equity work
- Residential-based analysis
- Results: no evidence of disparate impact or disproportionate burden in any category

Analysis Scope, Standards, and Policies

- Includes all Council fixed route services
- Uses Fall 2019 and/or Fall 2020 service levels and data
- Areas of review:
 - Distribution of transit amenities
 - Maximum vehicle load
 - Vehicle headway
 - On-time performance
 - Vehicle assignment
 - Service availability



Classifying Areas, Stops and Routes

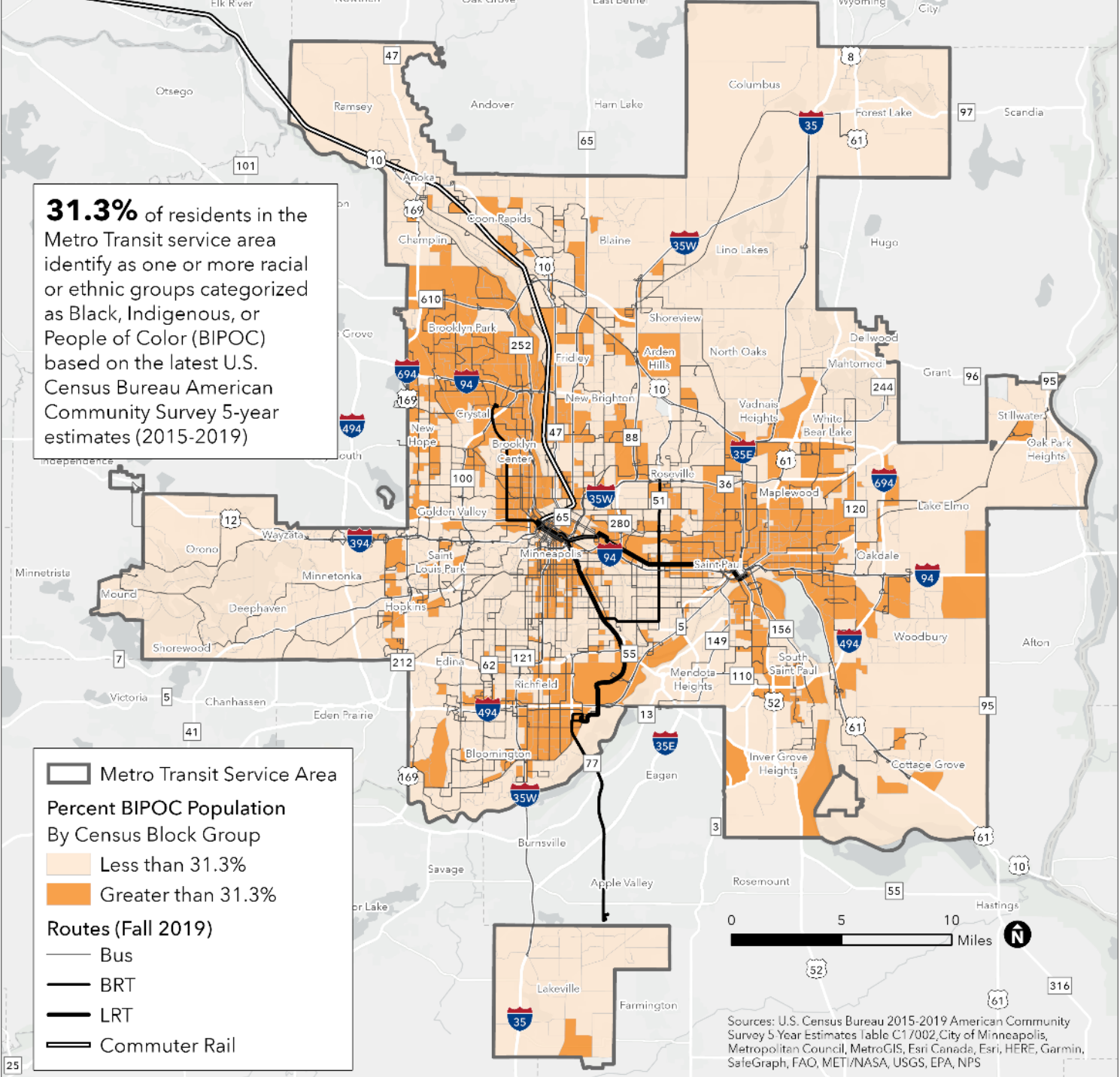
- Framework for making all study evaluations is based on categorizing areas, stops and routes
- Only two options: the route/stop either does or does not serve an area where communities of color are a larger share than the service area average; same for low-income groups
- Counts the number of routes/stops, but not the level of service

	# Routes (n=152)	%	Weekly Trips	%
Routes operating in areas that are communities of color	83	55%	35,714	74%
Routes operating in areas that are not communities of color	69	45%	12,579	26%
Routes operating in low-income areas	77	51%	41,059	85%
Routes operating in non-low-income areas	75	49%	7,234	15%

31.3% of residents in the Metro Transit service area identify as one or more racial or ethnic groups categorized as Black, Indigenous, or People of Color (BIPOC) based on the latest U.S. Census Bureau American Community Survey 5-year estimates (2015-2019)

Legend

- Metro Transit Service Area
- Percent BIPOC Population By Census Block Group**
- Less than 31.3%
- Greater than 31.3%
- Routes (Fall 2019)**
- Bus
- BRT
- LRT
- Commuter Rail

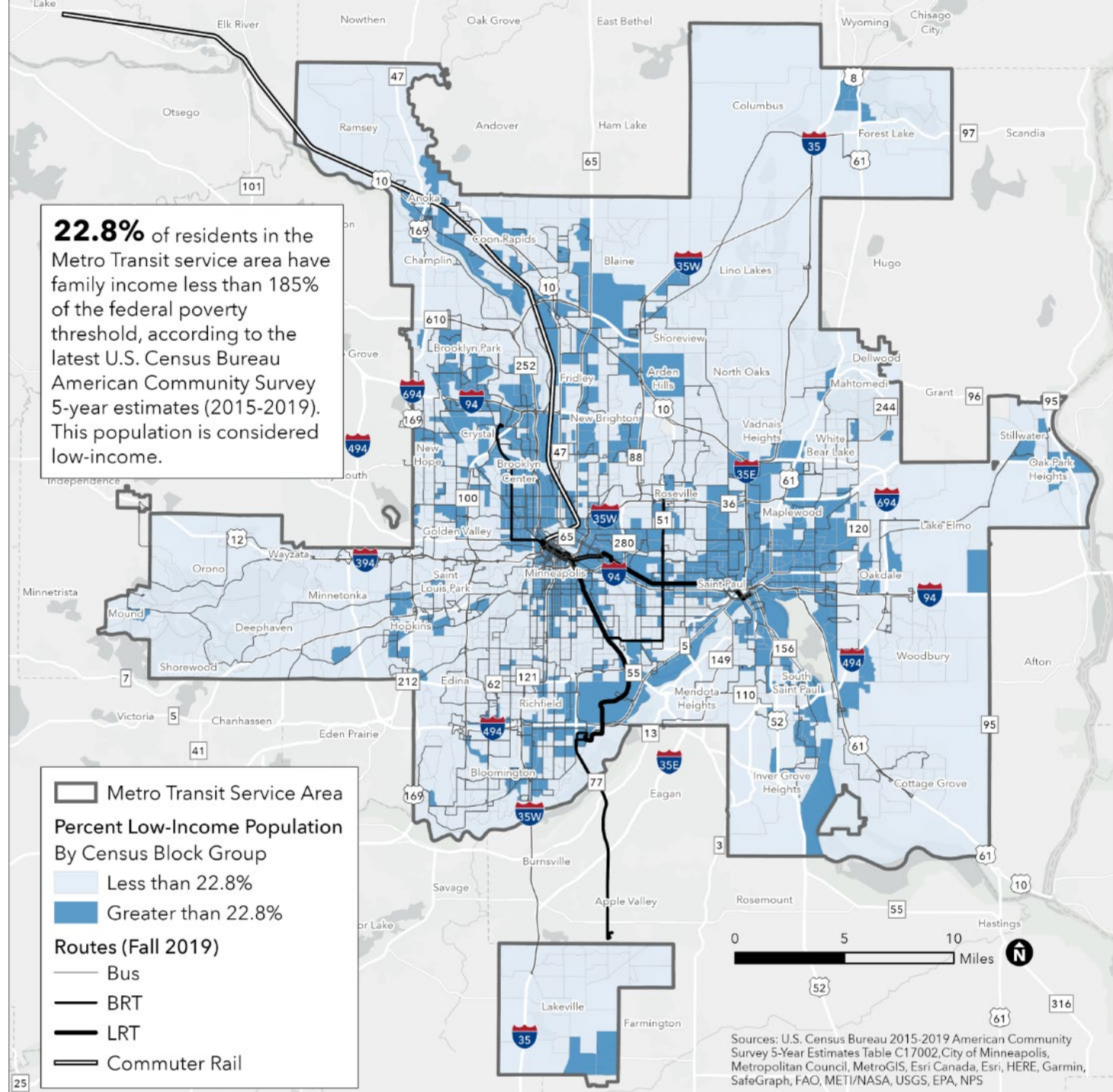


Sources: U.S. Census Bureau 2015-2019 American Community Survey 5 Year Estimates Table C17002, City of Minneapolis, Metropolitan Council, MetroGIS, Esri Canada, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

22.8% of residents in the Metro Transit service area have family income less than 185% of the federal poverty threshold, according to the latest U.S. Census Bureau American Community Survey 5-year estimates (2015-2019). This population is considered low-income.

Legend

- Metro Transit Service Area
- Percent Low-Income Population By Census Block Group**
- Less than 22.8%
- Greater than 22.8%
- Routes (Fall 2019)**
- Bus
- BRT
- LRT
- Commuter Rail



Sources: U.S. Census Bureau 2015-2019 American Community Survey 5-Year Estimates Table C17002, City of Minneapolis, Metropolitan Council, MetroGIS, Esri Canada, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

Changes in methodology

- New poverty threshold of 185%
- Apply walk-distance buffers based on the street network
- Considered TBI data as part of route classification process
- Refined demographics for park and rides
- Used a mix of Fall 2019 and Fall 2020 data to account for pandemic impact on service levels, social distancing vehicle capacity, vehicle assignment and passenger amenities

Standard	Disparate Impact (Results for Communities of Color)	Disproportionate Burden (Results for people with low-incomes)
1. Maximum passenger load	Pass	Pass
2. Vehicle headway	Pass	Pass
3. On-time performance	Pass	Pass
4. Service availability	Pass	Pass
a. Route spacing	Pass	Pass
b. Midday service availability	Pass	Pass
c. Stop/station spacing	Pass	Pass
5. Vehicle assignment	Pass	Pass
6. Transit amenity distribution	Pass	Pass
a. Bus shelter amenities	Pass	Pass
b. Transit facilities	Pass	Pass
c. Customer information	Pass	Pass

Standard: Midday Service

- Measure of service coverage, frequency
- Analysis uses off-peak vehicle headway standards

	Core Local	Supporting Local	Suburban Local	BRT, LRT
Market Area I	15" Peak 30" Off-peak	30" all times	NA	15" all times
Market Area II	30" Peak 60" Off-peak	30" Peak 60" Off-peak	60" all times	15" all times

Market Area	Race Designation	% of Area Served & Meeting Standards	Income Designation	% of Area Served & Meeting Standards
I	BIPOC Areas	95.8%	Low-Income Areas	95.9%
	Non-BIPOC Areas	85.3%	Non-Low-Income Areas	80.4%
	DI Comparison Index	1.12	DB Comparison Index	1.19
II	BIPOC Areas	75.3%	Low-Income Areas	76.4%
	Non-BIPOC Areas	72.4%	Non-Low-Income Areas	71.5%
	DI Comparison Index	1.04	DB Comparison Index	1.07

Comparison indices higher than .80 (80%), means no potential for disparate impact or disproportionate burden

Transit Market Area 1

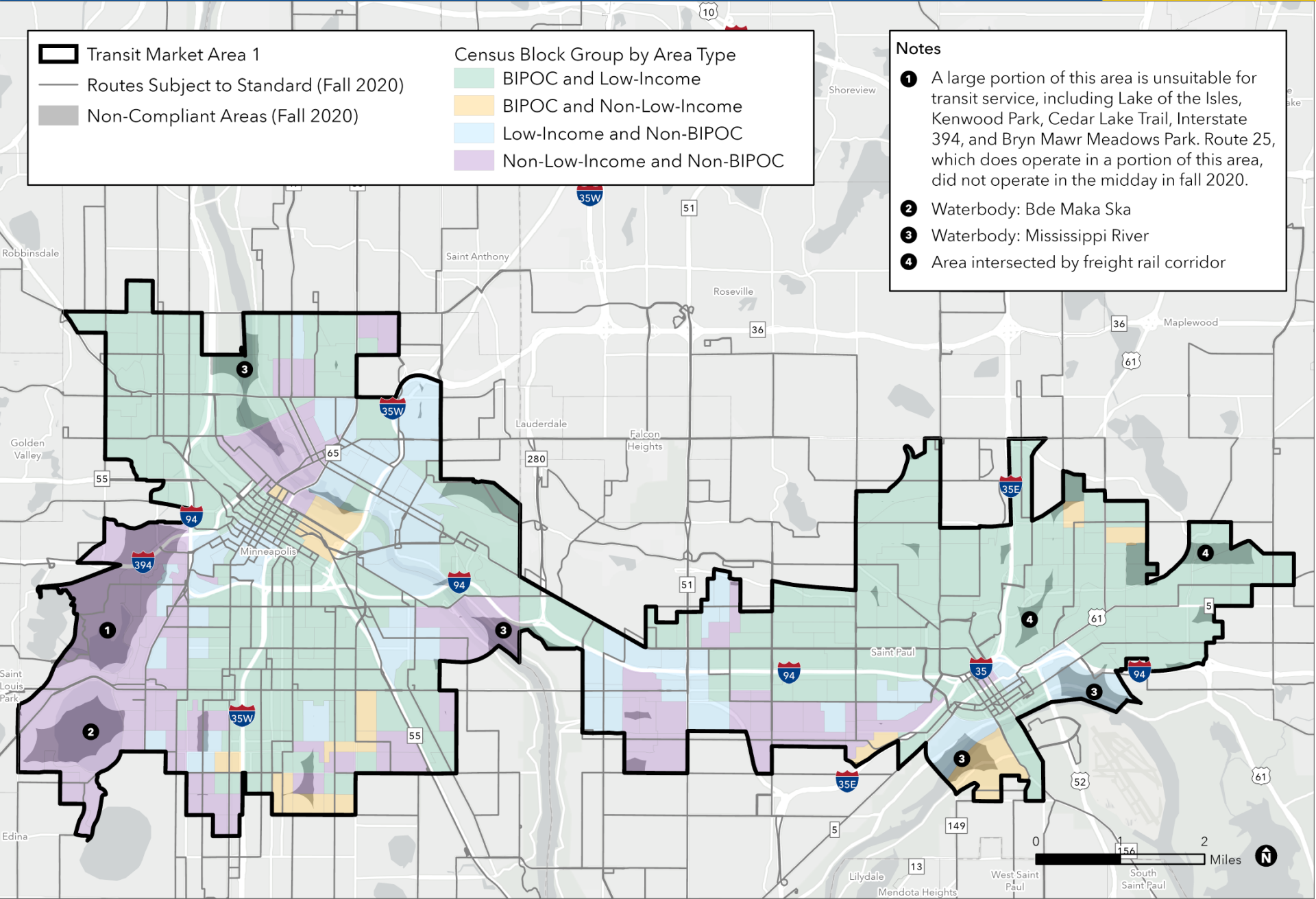
- Routes Subject to Standard (Fall 2020)
- Non-Compliant Areas (Fall 2020)

Census Block Group by Area Type

- BIPOC and Low-Income
- BIPOC and Non-Low-Income
- Low-Income and Non-BIPOC
- Non-Low-Income and Non-BIPOC

Notes

- 1 A large portion of this area is unsuitable for transit service, including Lake of the Isles, Kenwood Park, Cedar Lake Trail, Interstate 394, and Bryn Mawr Meadows Park. Route 25, which does operate in a portion of this area, did not operate in the midday in fall 2020.
- 2 Waterbody: Bde Maka Ska
- 3 Waterbody: Mississippi River
- 4 Area intersected by freight rail corridor



Standard: Distribution of Amenities (Bus Stops)

- Bus stops, transit centers, stations evaluated separately
- Better Bus Stop guidelines

Amenity	Types of Transit Stops		
	METRO (LRT, BRT) & Commuter Rail Stations*	Transit Centers	Bus Stops
Route description/map	Standard feature	Standard feature	Standard feature at bus stops with 10+ daily boardings
Detailed timetable**	Standard feature	Standard feature	Standard feature in all Metro Transit-owned shelters
Real-time arrival sign	Standard feature	Optional feature	Optional feature
Seating	Standard feature	Standard feature	Standard feature in all Metro Transit-owned shelters (benches may also be provided by others)
Shelter	Standard feature	Standard feature	Optional feature, prioritized for bus stops with 30+ daily boardings

Amenity	BIPOC Stops	Non-BIPOC Stops	DI Comp. Index	Low-Income Stops	Non-Low-Income Stops	DB Comp. Index
Route Description/Map	67.3%	63.0%	1.07	67.0%	62.8%	1.07
Detailed Timetable within Shelter	100.0%	100.0%	1.00	100.0%	100.0%	1.00
Real-Time Arrival Sign	1.1%	0.3%	4.07	1.3%	0.1%	8.86
Shelter	11.6%	4.4%	2.63	12.7%	3.3%	3.87

Comparison indices higher than .80 (80%), means no potential for disparate impact or disproportionate burden

60% of shelters are located in areas where the percent communities of color exceeds the service area average (31.3%)

69% of shelters are located in areas where the percent low-income population exceeds the service area average (22.8%)

▭ Metro Transit Service Area

• Stop without a Shelter

Stops with Shelter

By Stop Type

• Bus Stop

▲ Transit Center

■ Station

— Route (Fall 2019)

Census Block Group by Area Type

■ BIPOC and Low-Income

■ BIPOC and Non-Low-Income

■ Low-Income and Non-BIPOC

■ Non-Low-Income and Non-BIPOC

0 5 10 Miles



Sources: U.S. Census Bureau 2015-2019 American Community Survey 5-Year Estimates Table C17002, City of Minneapolis, Metropolitan Council, MetroGIS, Esri Canada, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS

Proposed Action

Business Item 2021-240

That the Metropolitan Council approve the results of the 2021 Title VI Service and Facility Standards Monitoring Study, which shows no disparate impact on communities of color and no disproportionate burden on low-income communities.



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